

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5747

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MONDAY, APRIL 20, 1908.

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.	HONGKONG AND SHANGHAI BANKING CORPORATION.
CAPITAL PAID-UP Yen 24,000,000	PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS " 15,120,000	RESERVE FUNDS " 15,000,000
Head Office—YOKOHAMA.	STERLING £1,500,000 at 2% = \$15,000,000
Branches and Agents:	SILVER \$13,500,000
TOKIO. CHEFOO.	RESERVE LIABILITY OF PROPRIETORS \$15,000,000
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LYONS. NEW YORK.	LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
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HONOLULU. LIOUANG.	For 12 months—5% p.a.
HOBMAY. MURKIN.	" 6 " " 4%
SHANGHAI. TIE-LING.	" 3 " " 3%
HANKOW. CHANG-CHUN.	TAKEO TAKAMICHI; Manager.
HONGKONG—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per annum on the daily balance.	Hongkong, 23rd March, 1908. [23]
On fixed deposit—	
For 12 months—5% p.a.	
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HEAD OFFICE—YOKOHAMA.	
WALL STREET, NEW YORK.	
LONDON OFFICE: THREADNEEDLE HOUSE, E.O.	
LONDON BANKERS: BANK OF ENGLAND.	
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.	
THE CAPITAL AND COUNTIES BANK, LTD.	
BRANCHES AND AGENTS ALL OVER THE WORLD.	
THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates—	
For 12 months 5% per cent. per annum.	
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No. 9, Queen's Road Central, Hongkong.	
W. M. ANDERSON, Manager.	
Hongkong, 8th April, 1908. [25]	
NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (Netherlands Trading Society.) ESTABLISHED 1824.	
PAID-UP CAPITAL FL. 45,000,000 (\$3,750,000). RESERVE FUND FL. 5,378,375 (about \$448,000).	
Head Office—AMSTERDAM.	
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Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.	
LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.	
THE BANK buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.	
INTEREST ALLOWED.	
On Current Accounts 2% per annum on daily balances.	
Fixed Deposits 12 months 4% per annum, Do. 6 do. 4% do. Do. 3 do. 3% do. J. L. VAN HOUTEN, Agent.	
Hongkong, 18th November, 1907. [26]	

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager. Is

Hongkong, 21st June, 1907.

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Hot and Cold Water Throughout.

Hold Lauch Mats all Sidamen.

Special Terms for Tourists and Parties of Families.

FOR TERMS APPLY TO

THE MANAGER & AGENT.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
NAGASAKI, MOJI, KOBE & POONA	Capt. A. F. VINE, R.N.R.	About 20th April.	Freight only.
YOKOHAMA	Capt. A. F. VINE, R.N.R.	24th April	Freight only.
MARSEILLE, LONDON and ANTWERP VIA SINGA	PERA	24th April	Freight only.
PORE, PENANG, COLOMBO	Capt. W. W. COOKE, R.N.R.	24th April	Freight only.
BO and PORT SAID			
SHANGHAI	DELTA	About 30th April	Freight and Passage.
LONDON, &c., via usual Ports	DEVANIA	on May 1st	Special Advertisement.
	Capt. I. H. HIDE, R.N.R.	Noon	
			or Further Particulars, apply to
			F. J. A. BOTT,
			Acting Superintendent.

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FINEST GROUND COFFEE IN 1lb. TINS. ROASTED & GROUNDED ON OUR PREMISES.

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FRESH GROUND DAILY.

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CHAMPAGNES, SHERRIES, MARSALAS, MADEIRAS, PORTS	HOCKS & MOSELLES, BRANDIES, GINS, WHISKIES, VERMOUTHS,
CLARETS, BURGUNDIES,	BITTERS, LIQUEURS,
ALES, BEERS & STOUTS.	

Telephone
No. 75.

CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th April, 1908. [28]

THE CITY OF PARIS, PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

Just Unpacked from Paris ex. S.S. "Tonkin"

A LARGE LOT OF

NEW SPRING GOODS.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DBY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Toomes & Co., sole agents.

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HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons,
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons; and "NANNING," 560 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.H.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel.**

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NEEDS NO ADVERTISING.

World-Wide Reputation.

The only First-class Hotel in Kowloon.

Most Charming and Popular Resort in the Colony.

Electric Lights, Fans and Call Bells.

Bath Rooms attached to Each Room.

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Unrivalled for Comfort and Cuisine,
Thoroughly Up to Date with Every Modern
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Billiards, and Bowling Alleys,
Moderate Terms and No Extras.
Modern Management.

O. E. OWEN,
Proprietor.

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(TELEGRAMS—VICTORIA-SHAMKEN).

SHAMEEN, CANTON,

ON THE BRITISH CONCESSION.

H. HAYNES,

Manager.

MACAO HOTEL,

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Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR

STEAMERS

TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG "PRINZ REGENT LUFTFOLD" WEDNESDAY, Capt. H. Kirchner Noon, 21st April.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA "PRINZ EITEL FRIEDRICH" About WEDNESDAY, Capt. E. Malchow 22nd April.

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE "PRINZ WALDEMAR" THURSDAY, Capt. W. v. Stedt 23rd April.

YOKOHAMA and KOBE "PRINZ SIGISMUND" About FRIDAY, Capt. D. Leist 1st May.

For further particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th April, 1908.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 614 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 500, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scottie, A. 1, and Watkins. Yokohama, May 23rd, 1908.

"WIRELESS."

A STORY OF ELEVEN YEARS' PROGRESS.

To-day Mr. Marconi lectures at the Royal Institution on "Transatlantic Wireless Telegraphy," writes a correspondent in the London *Morning Leader* of 13th March. Since his invention was first brought before that institution by Sir William Preece, in June, 1897, astonishing progress has been made. At that time Mr. Marconi had succeeded in sending messages across the Bristol Channel between Penarth and Weston-super-Mare—a distance of nine miles. He gradually increased the distance to 12 miles (between Alum Bay and Bournemouth) in April, 1898; to 20 miles, when he reported the result of the yacht race at the Kingstone Regatta a few weeks later, and to 33 miles, when he sent messages between Dover and Boulogne during the meeting of the British and French Associations for the Advancement of Science in the autumn of 1899.

To-day his system is maintaining regular communication in both directions with all the principal Atlantic liners up to at least 200 miles from shore; and is transmitting messages to many of them half-way across the Atlantic from Poldhu, in Cornwall; while for nearly four months he has carried on a service between Clifden, in the West of Ireland, and Glace-Bay, in Nova Scotia, transmitting 1,000 words a day with singular freedom from error.

True, as we prophesied before this service began, it has not interfered, and is not likely to interfere, with the cable companies' business. The twelve cables between this country and America carry, each, on the average, 10,000 words a day, so that the wireless service must multiply its output tenfold before it equals a single cable. But, when every allowance is made, it remains a triumph of science of which the twentieth century may well be proud that telegraphic signals thrown into the ether on the Irish coast can be received distinctly and accurately 2,500 miles away.

GIRDING THE EARTH.

Nor is Marconi the only inventor to share in these marvels. The "Telefunken" station at Nauen, near Berlin, emulates Poldhu in keeping in touch with vessels in the middle of the Atlantic; a French Government station at the Eiffel Tower maintains communication with Casablanca, in Morocco, 1,000 miles away; and De Forest stations in the United States, Cuba, and Panama are said to be equally efficient. Even ships—which are more limited than shore stations in the power which they employ—are sending messages up to extraordinary distances, 700 or 800 miles being frequently covered. The French cruiser *Kleber*, stationed at Casablanca, transmits messages regularly to the Eiffel Tower.

A system of purely British origin, that of Sir Oliver Lodge and Dr. Alexander Muirhead, is making steady progress in various parts of the world. To give one example only of its commercial success—the system has been working uninterruptedly for some years between the Andaman Islands and Burma, a distance of 300 miles, transmitting on the average 1,000 words a day.

One indication of the rapid progress of wireless telegraphy generally is to be found in the development of "tuning." "Untuned" systems, which were the rule up to 1901 or later, are now quite obsolete. The untuned or "whip-crack" system emits its energy into the ether in the form of sparks which produce waves of great intensity, rapidly dying away. The "tuned" system, on the other hand, emits trains of waves of smaller intensity, which die away less quickly. The difference is analogous to that between a note struck loudly on a damped piano string and a note struck more softly on the same string, but with the pedal down.

IN "TUNE."

The effect of a tuned transmitter on a distant receiver tuned to the same "note" is greater than that of an untuned transmitter, because although the waves are less intense, they are more lasting; while the effect on a receiver which is tuned to a different "note" is less, and interference is thus greatly reduced. As a result of tuning, messages from different stations can now be received simultaneously by stations quite close together, even though the difference between the "wavelengths" used may be as little as 1 per cent.

Some success—but less—has been achieved in directing the waves, which are usually emitted equally in all directions. Marconi endeavours to secure this end by using "antennae," which are partially horizontal, the waves being transmitted with greatest intensity in the direction in which the free end of the antenna points. The "Bellini-Tosi" directive system is another recent invention. In the usual type of sparking circuit the sparks pass between the insulated antenna and an "earthing" wire; but in the Bellini-Tosi circuit the free end of the antenna and the earthed wire are brought round and joined, so as to constitute a closed ring—closed, that is to say, except for the spark-gap—and it is claimed that waves emitted by this type of circuit have greatest intensity in the plane of the ring, and little or none at right angles to it.

But the great discovery of the last two years has been the means of producing practically continuous waves. Here, again, the analogy of sound may help us. We cannot produce a perfectly continuous note on the piano, even with the pedal down, because the intensity of the waves begins to die away before we can strike the note again. In order to produce a continuous note we want an organ-pipe or similar instrument. And in wireless telegraphy it has, until recently, been impossible to repeat the sparks rapidly enough to make the wave-train continuous—that is to say, one train has practically died away before the next has begun.

WIRELESS TELEGRAPHY.

Now this is changed. Poulsen, by means of an electric arc in hydrogen gas, claims to have produced waves of comparatively small intensity, but absolutely continuous. The German "Telefunken" Company make a similar claim, while Marconi, Yessendal, and Du Wiersch have

apparently achieved a like effect by mechanical means—i.e., by the extremely rapid repetition of sparks.

The production of continuous waves has made wireless telephony possible. So long as the trains of waves were separated by blank intervals of longer or shorter duration, the extremely rapid vibrations of the human voice could not be impressed on them. But already, since the date of Poulsen's invention, several systems of wireless telephony have appeared. The "Telefunken" Company have put on the market sets of wireless telephonic apparatus guaranteed up to 16 miles. The United States battleship fleet, which has just reached the Pacific, is equipped with similar apparatus on the De Forest system, capable of transmitting speech up to 25 miles. Fersejen states that his system has been successful up to 200 miles; while speech has been exchanged on the Poulsen system between Berlin and Lyngby, in Denmark—about 35 miles.

The significance of this will appear from the fact that cables of more than 60 or 70 miles in length are useless for telephonic purposes. Sensational claims are to be deplored, but, although "wireless" can never supersede wires for a complicated exchange system, it is sober sense to say that Transatlantic wireless telephony is just as likely to come ten years hence as Transatlantic wireless telegraphy was ten years ago.

TO LET.

TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon, No. 3, CANTON VILLAS.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st April, 1908.

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TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, Immediate Possession.

Apply to—

A. RAYMOND,

C/o S. J. David & Co.

Hongkong, 23rd March, 1908.

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TO LET.

CHAMBERS in NO. 4, WYNDHAM STREET, late Hotel Baltimore, rent moderate.

First Floor of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

ONE ROOM with Verandah and a SMALL ROOM on the Second Floor of No. 8 DES VŒUX ROAD CENTRAL, above our office, suitable for Business Premises or Dwelling.

Apply to—

DAVID SASSOON & CO., LTD.

Hongkong, 6th April, 1908.

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TO LET.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO., LTD.

Hongkong, 21st March, 1908.

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TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14 DES VŒUX ROAD Central (formerly occupied by Messrs. Shaw, Tones & Co.).

Apply to—

THE COMPRODOR DEPARTMENT,

Jardine, Matheson & Co., Ltd., Connaught Road Central.

Hongkong, 24th February, 1908.

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TO LET.

HATHERLEIGH, CONDUIT ROAD.

OFFICES in YORK BUILDING,

GODDOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 10, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.

No. 10, DES VŒUX ROAD CENTRAL 1st Floor.

HOUSES in WONG-WEI-CHONG ROAD,

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 10th April, 1908.

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TO LET.

4-ROOMED HOUSES in GAP ROAD near the Race Course, with easy access to the Lower Level Tramway. Rent very moderate.

FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wan Chai Road.

Apply to—

PERCY SMITH & SETH,

Hongkong, 16th December, 1907.

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TO LET.

NO. 4 and 5, LEIGHTON HILL ROAD.

Apply to—

HONGKONG AND KOWLOON LAND AND LOAN CO., LTD.,

No. 2, Queen's Road, West,

Hongkong, 20th March, 1908.

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NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TWO CENTS (to cts) per Single Copy.

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

Hongkong 10th September, 1908.

[6]

Intimation.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETT & CO.

General Agents.

Hongkong, 22nd October, 1907.

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Hotel.

KAMAKURA KAIHIN IN HOTEL,
KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply—

E. APPEL, Manager.

[145]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.

Dr. M. H. HAUN,
THE LATEST METHOD.
offices
AMERICAN SYSTEM OF DENTISTRY
53, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 15th April, 1907.

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Intimation.

**Wm.
powell,
2d.,**

ALEXANDRA
BUILDINGS.

*Everything
for
Children's
Wear:*

SMART
MODELS
FOR
PRESENT
WEAR



SUN HATS.

GIRLS' HATS.

CHILDREN'S
MILLINERY.

W.M. POWELL,
LTD.,
Des Vœux Road,
and
28, Queen's Road,
HONGKONG.

Public Companies

STATE VISIT OF THE FRENCH PRESIDENT TO LONDON

HONGKONG CLUB.

NOTICE.

THE TWENTY-SECOND YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1908, at 5.15 P.M.

By Order,

C. H. GRACE,
Secretary.

Hongkong, 9th April, 1908. [400]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1908, at 5.30 P.M. for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,

C. H. GRACE,
Secretary.

Hongkong, 9th April, 1908. [401]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-FIFTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1907, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 13th April to the 23rd April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,
Secretary.

Hongkong, 26th March, 1908. [402]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at 1.30 P.M. for the purpose of receiving the Report of the Directors together with Statements of Account to the 31st December, 1907, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th April to the 23rd April, both days inclusive.

By Order of the Board of Directors,

C. MONTAGUE EDE,
Secretary.

Hongkong, 26th March, 1908. [403]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 25th April instant, at 12.30 P.M., at the Offices of the Jockey Club on the ground floor of the Hongkong Club Annex, Chater's Road.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 10th April, 1908. [404]

GREEN ISLAND CEMENT CO., LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, the 25th April, 1908, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, declaring a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 18th April, until SATURDAY, 25th April, both days inclusive.

SHEWAN, TOME & Co.,

General Managers.

Hongkong, 10th April, 1908. [407]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE is hereby given that the NINETEENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Building, on SATURDAY, the 25th May, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 29th February, 1908, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May, both days inclusive.

By Order of the Board of Directors,

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 13th April, 1908. [421]

Notices of Firms

NOTICE.

M. R. SIDNEY MICHAEL is authorised to sign the Name of our Firm, per Procurator, from this date.

J. R. MICHAEL & Co.

Hongkong, 15th April, 1908. [423]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOME & Co.

Agents.

Hongkong, 11th July, 1907. [47]

Hongkong, 10th April, 1908. [405]

SOLDIER STORIES.

NO 1

WITH THE FLAG IN BRITISH INDIA.

A retired British soldier, Mr. Byron Whitehead of Leicester, has been telling his experiences with the Army "out East" just lately, and, whilst his enthusiasm, for tropical sights and sounds does not equal that of the hero of Kipling's song "Mandalay," he has much that is interesting and valuable to record. It was to a journalist belonging to the staff of an important English newspaper that Mr. Whitehead related the following particulars of his life's history.

It is understood that the King invited the French President to visit England on the occasion when his Majesty was last in Paris, prior to his short stay in the French capital when on his way to Biarritz.

The visit to Shepherd's Bush will be in full State, and arrangements for the reception of the King and the President are now being made by the Duke of Argyll, who is the honorary president of the Exhibition. A special Royal Pavilion is to be erected, and nothing will be left undone to invest the occasion with the dignity befitting its importance and significance. The King and the President will, on arrival, be received by the Duke of Argyll, and a number of members of the committee, which includes the Earl of Derby (president of the Exhibition), the Right Hon. R. McKenna, M.P. (hon. president Education Section), the Right Hon. John Sinclair, M.P. (hon. vice-president Education Section), the Right Hon. Herbert Gladstone, M.P. (hon. president Social Economy Section), Earl Carrington (hon. president Agricultural and Articulat. Section), the Right Hon. D. Lloyd-George, M.P. (hon. president Engineering and Shipping Section), the Earl of Elgin (hon. president Colonial Section), the Earl of Minto (hon. president Indian Section), the Right Hon. John Burns, M.P. (hon. president Surface Transport Section), the Earl of Plymouth (hon. president Decorative Arts Section), and the following:

The Archbishop of Canterbury, the Earl of Jersey, Viscount Knebworth, The Duke of Bedford, Lord Abergavenny, The Duke of Devonshire, Lord Rothschild, The Marquis of Lansdowne, Lord Strathcona, Earl Cadogan, Lord Mayor of London, Earl Cromer, The Rt. Hon. Sir Edward Egerton of Tatton, Ernest Cassel. Special arrangements will be put in hand to enable His Majesty and his illustrious guests to make a tour of the Exhibition with the greatest possible ease; it is thought that the King will be accompanied by the Queen, and the President by Madame Fallières.

During their stay in London the French President and Madame Fallières will occupy York House, St. James's Palace. They will probably be given a naval reception by the Channel Fleet on landing at Dover, and the King will be present at Victoria on their arrival and will drive them to St. James's Palace by a "processional" route yet to be arranged. The President will be accompanied to London by M. Pichon, Minister of Foreign Affairs. There had long been talk of such a visit, and when King Edward was in Paris it was settled during his meetings with M. Fallières. It is, in the meanwhile, taken for granted that this visit will be official, and that the entire programme will be practically identical with that of the visit paid by M. Loubet.

M. Fallières is a warm friend and a staunch supporter of the entente cordiale, the very genesis of which he regarded with infinite satisfaction, considering it to be a potent factor towards the maintenance of the general peace. His career has been very interesting. Some years ago he was for a brief time Prime Minister, as M. Loubet had also been, though for a longer term, and when M. Loubet vacated the Presidency of the Senate for that of the Republic, M. Fallières was chosen to replace him at the Luxembourg, holding that office for seven consecutive years, until he was elected by the Congress assembled at Versailles to succeed M. Loubet in the chief office of the State.

There are many points of similarity between the ex-President and his successor. Each comes from the South of France, which has given so many prominent statesmen to the Republic. Each is fond of rural life, and of agricultural pursuits. Each, again, is very domestic, devoted to his home, and of simple habits. Like his predecessor, M. Fallières begins the day with a long walk, often taken in the direction of the Bois de Boulogne, and since M. Loubet left the Elysée I have often met him, too, enjoying his constitutional. Conscientious, sound sense, and ripe judgment are also the distinguishing features of the two statesmen, who, like so many others who have come to the fore in politics in this country, began their careers with legal training and practice—an excellent school of aptitude in debate.

It may be added that Mr. Byron Whitehead's full address is 5 Seymour Cottages, Great Central Street, Leicester, England. Dr. Williams' pink pills for pale people have cured malaria, anaemia, liver complaint, indigestion, rheumatism, beri-beri, eczema and skin diseases, nervous disorders, paralysis, and ladies' ailments. They are obtainable at most shops where medicines are sold and direct from the Dr. Williams' medicine co., Singapore, who send six bottles for eight dollars or one bottle for one dollar fifty cents, post free. Beware of imitations and substitutes, which are always useless and sometimes dangerous.

It is given up in despair when one of my only comrades called and advised me to try Dr. Williams' pink pills for pale people, and insisted that they would cure me. I obtained a bottle of the pills, and took them, feeling encouraged to persevere after I had taken its contents. I began to feel more rested and contented, and my pains left me gradually as I continued taking Dr. Williams' pink pills. I began to eat more heartily, and could take exercise without feeling fatigued. After a few more bottles of Dr. Williams' pink pills I lost all indigestion and bilious troubles, and my blood got splendidly rich and pure. I felt vigorous, and as well as could be. I am now quite cured and free from all aches and pains. I have never had indigestion or liver complaint since Dr. Williams' pink pills for pale people made a new man of me.

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No Fire Insurance will be effected.

Bills of Lading will be countersigned by

SHEWAN, TOME & Co., Agents.

Hongkong, 16th April, 1908. [421]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Registrar, Supreme Court, to sell by

PUBLIC AUCTION,

TO-MORROW,

the 21st April, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road Central, and at 2.30 P.M., at No. 39, Queen's Road Central.

THE GOODS AND CHATTELS OF THE TAI VIK TSEUNG FIRM,

Comprising—

TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTELS, TEAKWOOD EXTENSION DINING TABLE, and CHAIRS, LEATHER-COVERED SOFA, DINNER WAGGONS, GLASS and CROCKERY WARE, ORNAMENTS, FILTERS, &c., &c., &c.

TERMS.—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 16th April, 1908. [421]

Intimations.

THE EDISON KINETOSCOPE,

37, QUEEN'S ROAD CENTRAL.

CONTINUOUS PERFORMANCE EVERY DAY.

FROM 2 TO 6, AND 7 TO 11 P.M.

PROGRAMME ONE HOUR—ADMISSION AT ANY TIME.

Prices 20 cts., 30 cts. and 40 cts. Children half price.

ENTIRE CHANGE OF PROGRAMME EVERY WEEK.

Hongkong, 16th April, 1908. [421]


It is from France only,
made with FRENCH BRANDY,
and the herbs cultivated in the gardens
and those indigenous to and grown on
the pastoral mountains of the estate of
LA GRANDE-CHARTREUSE
and used soon after being gathered,
that it is possible to obtain the liqueur
known all over the world as:
"CHARTREUSE"

[421—II]

Consignees.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNNEES.

S.S. "HEADLEY,"

FROM NEW YORK.

CONSIGNNEES of "Cargo" by the above-named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 2.30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognised.

No Fire Insurance will be effected.

An Average Bond lying at our office must be signed by the consignee before Bill of Lading will be countersigned by the Undersigned.

Optional Goods will be forwarded on unless instructions are given by the Consignee before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 20th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st April, or they will not be recognised.

Entertainments.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED AD. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in ScotlandGENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY
SUPERIOR PALE DRY.

Per Dozen \$10.50

A VERY FINE WINE, POPULAR
THROUGHOUT THE FAR EAST.A. S. WATSON & CO.,
LIMITED,ALEXANDRA BUILDINGS,
Hongkong, 7th April, 1908.

THE CENTRAL STORES, LTD.

SHANGHAI.

ISSUE OF Tls. 250,000 8 PER CENT
DEBENTURES.DIRECTORS:
G. J. SHEKURY, Esq., Chairman,
A. R. MURPHINE, Esq.
J. H. TEESDALE, Esq.SECRETARY:
M. J. NATHAN, Esq.

THE Directors of the Central Stores, Ltd. are prepared to receive applications for Tls. 250,000 8 per cent debentures, terminable in ten years from the 30th day of June 1908, but redeemable by the Company in 5 years from that date or at any time after such 5 years on giving 6 calendar months' previous notice in writing. These debentures are issued by the Directors in pursuance of a resolution passed by them at a Meeting held at the Company's offices on the 3rd day of April, 1908. With the sum raised it is intended to pay off all the existing outstanding debentures of the Company of Tls. 150,000 issued in favour of the Hongkong & Shanghai Banking Corporation and to employ the balance in the expense of completing the building and fittings of the Palace Hotel, located on the Bund, Shanghai. The present issue of Tls. 250,000 will rank as a first charge on the said property of the Company held on a lease to the Company for a term of which 48 years and 9 months are still unexpired including the buildings and a floating charge on the other property and undertaking of the Company as carried on upon the said premises and will be secured by a Deed of Trust and mortgage to be hereafter executed being a first mortgage of the said leasehold property buildings and undertaking of the Company to Messrs. Alexander McLeod and Duncan McNeil as Trustees for the Debenture Holders. The present issue of debentures will be at par in sum of Tls. 1,020, Tls. 500 and Tls. 100 as may suit the convenience of applicants. They will bear interest at the rate of 8 per cent per annum and will rank among themselves pari passu.

The first instalment of interest calculated from the day of payment will be paid on the 30th day of June, 1908 and thereafter half-yearly on the 30th day of June and the 31st day of December. Applications should be filled in and sent to the Company's Bankers the Hongkong & Shanghai Banking Corporation accompanied by the amount of the debentures applied for.

Applications will be received up to the 31st day of May, 1908 and will be dealt with on that day and should any such debentures remain unapplied for, subsequent allotments thereof will be made and carry interest from the date of issue. Bankers' receipts to the applicant will be issued for the amount of his debentures and exchanged for debentures if an allotment is made. Forms of application can be obtained at the office of the Company or at the Hongkong & Shanghai Banking Corporation and the Deed of Trust and form of Debenture can be seen at the office of Messrs. Stokes, Pitt & Teesdale, the Company's Solicitors.

By Order of the Directors,

M. J. NATHAN,
Secretary.

Hongkong, 10 April, 1908.

MARRIAGES.

NICHOLSON-RODGER. At Union Church, Hongkong, on the 15th April, by the Rev. C. H. Hickling, assisted by the Rev. T. W. Pearce, WILLIAM NICHOLSON, to MARY FAIRLIE, eldest daughter of Mr. and Mrs. Alexander Rodger, East Point. [34]

On March 22, 1908, at Sunderland, FLORENCE MAEDE SMALL, to John THOMAS INCH, of Shanghai, China.

On Saturday, April 11, 1908, at Shanghai, ELIZABETH KATE, daughter of William Near Bunt, of Watford, England, to ROBERT PELHAM SANDERSON of Tientsin, younger son of the late Robert Sanderson, of Watford, England.

DEATH.

On March 20, 1908, at New Ferry, Cheshire, England, W. C. RICHARDS, late Capt. Steward at Shanghai for China Navigation Co. Ltd.

Telegrams.**"HONGKONG TELEGRAPH" SERVICE.****THE CANTON STRIKE.****LAUNCH-OWNERS' GRIEVANCE REDRESSED.****PROPOSED DISMISSAL OF MARINE SURVEYOR.**

[By courtesy of the "Sheung Po".]

Canton, 19th April.

On behalf of the launch-owners, Taotai Wen Tseung-yio and the magistrates of Nanhui and Panyu petitioned the Viceroy to do away with the European survey of steam-launches and to have an officer appointed by the Sin Han Kuk (Board of Organisation) to perform those duties.

The petitioners also urged the dismissal of Assistant Surveyor Kwok Tso-kai, who is *persona non grata* with the launch-owners.

The launches resumed running to-day.

[Reuters.]

Russia.

London, 17th April.

As a result of a conference of the highest authorities, it is stated that it has been decided to place all military and naval forces under a supreme chief, to be styled The Generalissimo.

The Grand Duke Nicholas is mentioned for the post.

***The United States Presidency.**

The Minnesota Republican State Convention has endorsed the candidature of Mr. Taft for the Presidency, and favours a revision of the Tariff.

Snow Slide in the Rockies.

A snow slide at the Albert canyon, in the Rockies, has swept away the railway line, trees and some navvies, and boarding a car at the canyon, killed thirty Japanese.

The Tibet Negotiations.

The Tibet negotiations are concluded, and the Commissioners have returned home.

The Cruise of the American Fleet.

The American fleet has reached San Diego, where it received an immense reception.

The Governor, Mr. Gillett, in welcoming the fleet, said that America must be ready to fulfil her mission in the Pacific, where the greatest naval battles of the world will eventually be fought.

The Wreck of the "Hohenzollern."

The "Hohenzollern" is dismantling, and it is feared that she is a total loss.

The passengers and part of the cargo have proceeded to Alexandria on board the "Therapia."

18th April.

Russia and Macedonia.

The Duma have debated the Foreign Estimates.

M. Iwalsky, referring to Macedonia, emphasized Russia's desire not to infringe on the Sultan's sovereignty, and not to provoke an armed conflict, as Russia needed peace to restore her scattered energies.

Sir Edward Grey's answer to the Russian proposal has made a final agreement hopeful.

Great Britain has dropped two important points, namely, the appointment of a Governor-General, and a reduction of the Turkish troops.

The Japan Herald states that the appeal of Frank Pratt, describing himself as the correspondent of a certain American paper, who was sentenced by the Yankohma District Court to eight months' imprisonment for fraud in January, was dismissed on Tuesday. When the judgment was rendered, the accused attempted to fling a chair at the presiding Judge, and, on a prison warden intervening, the accused furiously assaulted him. He was ultimately overpowered and removed to the cells.

THE Taku Tug and Lighter Co.'s new tender the "Yungshun" is a smart little steel vessel 130 feet long with a beam of 25 feet and a draught of 6 feet mean. She is fitted with twin direct acting compound surface condensing engines developing 800 horse power and driving the vessel with ordinary pattern turbines at a speed of 12 knots. The hull and engines are the work of the Vulcan Iron Works, Ltd., Shanghai, and the boilers only were imported from Europe. The cables are pannelled in lead and are upholstered with brown leather, the work of Messrs. Weeks & Co., Ltd., Shanghai, and the vessel is fitted with electric light throughout. Above the saloon and staterooms is a jolly promenade deck fitted with seats, and broad staircases lead from this deck to the main deck. In addition to her ordinary work as a tender she is fitted for towing purposes and will also probably be in great demand for piccal excursions during the summer months, for which she is specially fitted.

The Hankow Floods.**AFTER THE EVENT.****A FATAL ERROR.**

The more we learn about the Han river catastrophe of Monday night, writes a correspondent newly arrived in Shanghai from the scene of disaster, the more appalling does it appear to have been, reports the *N.C.D. News* of the 15th inst. Down at Yangtze, sixty li below Hankow, the river takes a sharp bend, and on the North bank there is a backwash where flats accumulate. Up to date, no less than eighteen hundred bodies have been taken out of the water at that one place. The authorities, after being criminally careless with regard to the living, are paying special attention to the dead. For every body recovered they pay a reward of eight hundred cash, and offer two thousand cash for every one rescued alive. The various benevolent halls are all hard at work providing coffins, and notices are issued calling on relatives to go down and claim the bodies. Of these, however, there are few, as the bulk of the drowned were strangers from a distance. Among the dead are many women, some of them well-dressed and also a few children. One man was salvaged with four children lashed to him and one of them, a boy about twelve years old, was still alive after being a day in the water. Thirteen hundred boat masts have been recovered at Yangtze.

COLLAPSE OF A STREET.

On the night of the 7th instant half a street on the right bank of the Han, consisting of about a hundred houses, collapsed and disappeared in the river in an instant. The people had all gone to bed as usual, and only one family escaped. It was the Cheng family who lived near the Yu Yungkoh-tea people in all. In the middle of the night they were suddenly awakened by some one knocking and shouting "Get up quickly." They thought it was a fire and rushed from the house when the whole street instantly disappeared. They saw nobody, and did not know what supernatural intervention their deliverance was due. The native reporter wonders if it was a god or a devil.

The papers are full of notes like these:—At the Lung Wang Miao a large Szechuan junk was ready to start with over thirty people on board when she was sunk and the whole of them drowned. At the Ta Ma-tou there were fifty rice boats, and all went under, of their crews only thirteen men escaped. A mandarin boat, with the mandarin and his family on board, was carried into the middle of the Yangtze where the waves ran mountains high, and nothing has been seen of mandarin or boat since. Five great junks have been recovered intact and notice given for the owners to come and claim them—no one has turned up. At Yangchienho there were eleven boats loaded with bricks, and with about seventy people on board—no trace remains of either men or boats. At Chichihsui there were three boats with fifteen hundred piculs of rice—cargo, crews and boats all lost. A fleet of boats laden with cash intended for the purchase of tea up country put into the Han that night fearing a storm—nothing remains of them. The value of the coin on board was upwards of Tls. 200,000. A merchant of the name of Shen had goods on the river to the value of Tls. 150,000, and has lost it all. And so on through a long list.

THE FATAL ERROR.

It is now stated that the original telegram, whose error and delay was the cause of the disaster, should have reported a freshet of twenty-six feet at Siating-yang, instead of six feet. When it reached Hankow it still showed a head of six feet. The delay was due, it is said, to a certain functionary being out when the telegram was delivered, so it was put aside unopened. Following that the gong men did not go out to give the warning when they got their instructions. Thus the story now runs that the telegraph clerk inadvertently wired a six feet freshet instead of twenty-six; then the telegram was not attended to when it came to hand, and finally the gong men dawdled. It is comforting to know that these men—the gong men to wit—have been dismissed. The whole is a good sample of the slack way in which things are managed in China.

It has been raining incessantly for the last week. The rains are very widespread and the Yangtze is rising rapidly. The people predict a dreadful flood this year, as sixty years ago in the year Wu-shen there was such a flood that the tops of the houses in Hankow could hardly be seen. This is Wu-shen year, again and everybody knows that it is only the designation of the year, but the events as well that repeat in China.

U. S. COMMANDER-IN-CHIEF.**ARRIVAL AT HONGKONG.**

Admiral Hemphill, U. S. Commander-in-Chief of the Philippine Squadron, on board the cruiser "Rainbow" arrived early yesterday. With the "Rainbow" there have arrived the U. S. gunboats "Concord," "Helena," "Wilmington" and "Baltimore."

The American admiral paid an official visit to Vice-Admiral Lambton on board his flagship yesterday.

At 8 o'clock this morning the "Rainbow" saluted the port, the compliment being returned by the Kowloon shore battery. They then fired a salute of 15 guns to Vice-Admiral Lambton; the "King Alfred" responded. Subsequently a complimentary salute was fired forth for the Commodore—H. M. S. "Tamar" returning it with 15 guns.

The Osaka [ii] reports that the subsidy for the Osaka Shōsen Kaihō's Formosan and coasting services for the present year has been increased from Y719,000 to Y860,000, owing to increased tonnage being employed. The new ship includes the "Sakura Maru," the first "Okinawa" Fleet steamer, now building at the Minato Bikan Dockyard and Engine Works, which is to be employed on the Yonaguni coasting service.

CANTON-HANKOW RAILWAY.**RESIGNATION OF CHIEF ENGINEER.**

[From Our Own Correspondent.]

Canton, 17th April, 1908.

At a meeting of shareholders of the Canton-Hankow Railway Company has been arranged to take place on the 15th day of the 4th moon for the purpose of discussing matters in connection with the proposed establishment of a Railway Bank, the payment of interest to shareholders, and the construction of branch lines by the Company. The Company will issue tickets to applicants for admission to the meeting hall from the 1st day of the 4th moon to the 30th of the same month, after which date no tickets will be issued. It will be remembered that there has always been disturbance at the meetings of shareholders of the Company during the past two years. Now, under the good management of Sir Chun Tung Liang Cheng, who is at present president of the Company, the working of the Company is found to have been carried on smoothly so far, and the bid feeling of one party of shareholders against the other has also diminished, so the forthcoming meeting is expected to pass with every success.

Great progress has been made on the construction of the Canton-Hankow Railway and if it continues so, the whole line from Canton to Hankow may be expected to be completed within a period under present estimate. To the exceptional ability and untiring energy of the Chief Engineer is this expedition entirely due. His, therefore, with great regret that it is learnt that Taotai Kwong, engineer in chief, is desirous of relinquishing his position and has, yesterday, tendered his resignation. On receipt of Kwong's letter, the directors of the Company at once sent him a reply stating that his valuable services at present are urgently needed in the construction of the road, and that they are not in position to accept his resignation. In the reply the directors earnestly requested him to remain in his post and also assured him that his services were not only appreciated by the board of directors but by all the shareholders of the Company.

During the past few weeks the rain has caused some damage to the road of the newly-opened section from Wu Kai to Sam Wah Tim and it now stands in need of immediate repair. While this section is under repair, there will be no train running on it for three days.

S.S. "TIBA KONG" DISABLED.**WUCHOW-NANNING COMMUNICATION INTERRUPTED.**

We are informed that the West River has risen twenty feet in three days and is still rising. Communication between Wuchow and Nanning has been seriously interrupted owing to the stoppage of the s.s. "Tin Kong," the only steamer trading between Wuchow and Nanning, where she is laying disabled at present.

Mr. T. D. Moorhead, the newly-appointed commissioner of Customs for Nanning, waited at Wuchow a week and had ultimately to engage a native boat to proceed to his port.

CANTON SHIPPING COMPANY.**PROPOSAL TO BUILD FOUR STEAMERS.**

[From Our Own Correspondent.]

Canton, 16th April, 1908.

Yesterday at a meeting held in the offices of the proposed Canton Shipping Company eight members were selected to take charge, in turn, of the finances of the Company. Mr. Ya Wan Me, suggested that the Company should, as a trial, buy a few steamers on the West River. At the meeting it was unanimously decided to build four steamers, of which two will run between Hongkong and Wuchow and the others between Canton and Wuchow.

CHAN Sau, a "boy" in the employ of Mr. J. C. Webb, storekeeper of the Kowloon Docks, was before Mr. J. H. Kemp, this morning, at the Police Court, charged with opening a locked drawer with intent to steal. It would appear that, at breakfast time on Saturday last the accused was seen with a key in his fist standing near a drawer which contained some money belonging to his employer. When the matter was investigated the drawer was found to have already been opened. The key which was taken from the accused fitted nearly every lock in the house. He was found guilty of the theft and sentenced to six months' imprisonment.

Mr. Michael said that the second largest asset of the Company appeared in the balance sheet as "properties Tls. 232,338.05." He asked what this property consisted. Mr. Michael also pointed out that the system of paying yearly dividends was somewhat out of date. Almost every British Company paid an interim and final or a half-yearly dividend. He would like to see the Company adopt this principle.

The chairman said that it was not the custom in Germany to pay interim dividends, in fact it was not allowed by law, but as this was an English Company the matter might be considered by the Directors.

Mr. Stampfli thought it much better to leave the matter as it was, as an interim dividend would only mean that people in Shanghai would start gambling in these shares.

The chairman said that he thought it was sounder business to declare a dividend after the report on the year's work was out. With regard to the item of Tls. 232,338.05 for properties, that referred to the two Yangtze properties which had been disposed of, but the profit would come into next year's account.

The following resolutions were then put and carried:—

Proposed by the chairman, seconded by Mr. Oldörp: That the Report and Accounts as presented be approved and passed.

Proposed by Mr. Oldörp, seconded by Mr. Goetz: That a dividend of 18 per cent equal to Tls. 18 per share be paid for the year 1907.

Proposed by Mr. Macgregor, seconded by Mr. Stampfli: That Mr. G. Waileumler be re-elected auditor.

The chairman said that dividend warrants would be sent out that afternoon.

The Peking correspondent of *the Osaka* [ii] reports that representatives of Messrs. Amington and Co., the Thunes Iron Works, and other British, German, and French Dockyards are staying at the Grand Hotel here. They are said to be endeavouring to secure orders for the construction of naval vessels and other ships for the Chinese Government.

THN. FANGTSZE WHARF AND GODOWN CO., LTD.**ANNUAL MEETING.**

Canton, 17th April, 1908.

The seventh annual general meeting of the shareholders in the above Company, was held at Shanghai on the 15th inst. In the absence of Mr. Charles E. Rayner, Mr. B. Rosenbaum presided. There were also present Messrs. K. Oldörp (director), E. Goetz, F. R. Rogers, C. Hoffmann (Secretary), H. O. White, R. Macgregor, J. Stampfli, H. Struve, and I. C. Michael. Total shares represented 1,555.

The Secretary having read the notice convening the meeting, the chairman said: Gentleman—The General Agents' report and statement of accounts for the past year have been in your hands for some time and with your permission I will take same as read. The balance standing at credit of our working account, unfortunately, reflects the general depression which the trade of Shanghai passed through last year and is less than our balance in 1906 by almost exactly the amount placed by us to receive at our last general meeting. Fortunately, we have from the preceding prosperous years already accumulated a reserve of Tls. 50,000 equal to 20 per cent paid-up capital.

Our Directors recommended you to begin this year to write down the book value of your buildings, lighters, pontoons and steam-launches, thus strengthening your financial position in another direction, which you are able to do while maintaining your dividend at the customary figure and also carrying forward nearly the same amount as in 1906. I may say in this connection that while we are writing off on our buildings the fact is that they actually stand to book much below replacement cost.

Mr. Oldörp has in the course of the year been altered to a permanent godown with floor well above highest flood level, and is now classed as a first-class risk by the Fire Insurance Association; this accounts for the addition of Tls. 16,670 to the book value of buildings, etc. All buildings, pontoons and lighters have, as usual, been kept in first-class repair and the cost charged to working account.

As regards our Yangtze properties I have to disclose to you an important change in the policy followed by your Directors inasmuch as we have decided to liquidate our holdings and have disposed of same at a fair profit which will pass to the credit of the current year and be shown in your next year's report. I wish to say, however, that the purchaser of Lot No. 1 has the right to withdraw from his bargain on forfeiting the sum of Tls. 25.00 and paying one year's interest on the entire purchase price; although it is improbable—in view of its being an advantageous bargain to him for his purposes—that he will avail himself of this right.

Circumstances had arisen which satisfied your Directors that it was wise to sell these two properties and I trust you will take my word for it that this step has not been lightly entered upon. The last instalment of the purchase money is due to be paid to us in February next, and anticipating the conclusion of the payments we shall have a further good cash reserve for which we shall certainly find profitable employment.

The wharf's business for this year, so far, although not so good as in previous years, bears favourable comparison with that of other wharves of the port and gives us no cause of alarm. There is promise of improvement already and April's business is very creditable so far as this Company is concerned. A certain good feature of our Company is the very steady support of our constituents based upon the satisfaction they enjoy by the what's good treatment of their interests and in the case of a certain powerful steamship company by close connection of interests with us in our success. Of their continued support we are well assured.

The staff at the wharf have attended to their duties with their customary zeal and deserve your thanks. Before moving the adoption of the report and accounts I shall be pleased to answer any questions which shareholders may wish to put.

Mr. Michael said that the second largest asset of the Company appeared in the balance sheet as "properties Tls. 232,338.05." He asked what this property consisted. Mr. Michael also pointed out that the system of paying yearly dividends was somewhat out of date. Almost every British Company paid an interim and final or a half-yearly dividend. He would like to see the Company adopt this principle.

The chairman said that it was not the custom in Germany to pay interim dividends, in fact it was not allowed by law, but as this was an English Company the matter might be considered by the Directors.

Mr. Stampfli thought it much better to leave the matter as it was, as an interim dividend would only mean that people in Shanghai would start gambling in these shares.

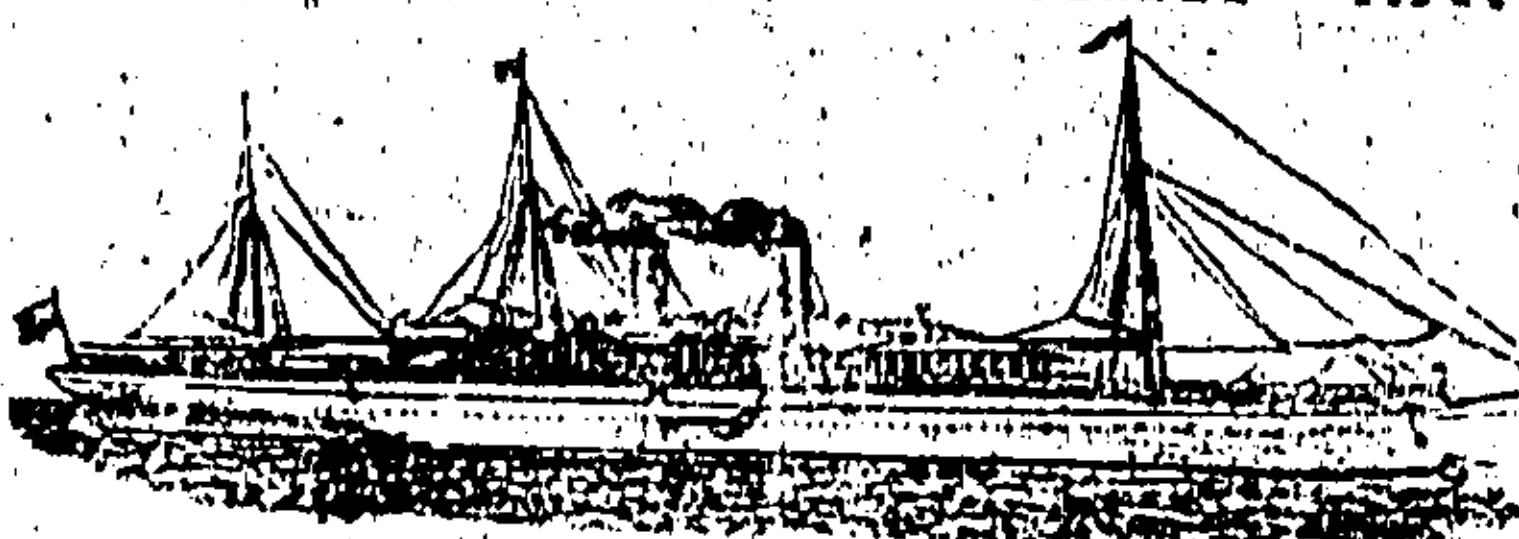
The chairman said that he thought it was sounder business to declare a dividend after the report on the year's work was out. With regard to the item of Tls. 232,338.05 for properties, that referred to the two Yangtze properties which had been disposed of, but the profit would come into next year's account.

The following resolutions were then put and carried:—

Proposed by the chairman, seconded by Mr. Oldörp: That the Report and Accounts as presented

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line," saving 5 to 10 Days' Ocean Travel.

11 Days: YOKOHAMA to VANCUVER. 18 Days: HONGKONG to VANCUVER.

PROPOSED SAILINGS.
(Subject to Alteration).
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCUVER.
"MONTEAGLE" 1,613 WEDNESDAY, April 22nd May 16th
"EMPEROR OF JAPAN" 6,000 THURSDAY, May 7th May 25th
"GLENFARG" 3,700 WEDNESDAY, May 20th June 18th
"EMPEROR OF CHINA" 6,000 THURSDAY, June 4th June 22nd
"LENNOX" 3,700 WEDNESDAY, June 17th July 16th
"EMPEROR OF INDIA" 6,000 THURSDAY, July 2nd July 20th
"S.S. LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPEROR" Steamships depart from Hongkong at 4 P.M., "MONTEAGLE", "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOREA, YOKOHAMA and VICTORIA, B.C., and QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines of New York £71.10.

Steamers, and 1st Class on Railways...via St. Lawrence £40. via New York £42.

First-class rates include cost of Meals and Berth in Steaming Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all ports, and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China

Hongkong, 9th April, 1908. Corner Pedder Street and Praya.

15

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For Steamship On
SHANGHAI VIA FOOCHOW LOHSANG TUESDAY, 21st April, 4 P.M.
MANILA, YOKOHAMA, KOREA KUHSANG* FRIDAY, 24th April, 4 P.M.
SHANGHAI, YOKOHAMA, KOREA KUHSANG* FRIDAY, 1st May, Noon.
MANILA YUHSANG* FRIDAY, 1st May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA, NAJSANG* TUESDAY, 5th May, 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPY 12 G 14 DAYS.

The steamers *Kuhsang*, *Namyang* and *Fuhsing* leave about every 3 weeks for Shanghai and Yokohama (via Inland Seas) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Foochow, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Telephone No. 61. General Managers. [10]

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS.

TO SAIL.

SHANGHAI "YOHHOW" 21st April, 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA "CHANGSHA" 21st
WEIHAIWEI & TIENTSIN "KUEICHOW" 21st
MANILA "TEAM" 21st
CEBU & ILOILO "SUNGK ANG" 22nd
NINGPO & SHANGHAI "KWEILIN" 23rd
SHANGHAI "KUOKIANG" 25th
KOBE "CHINGTU" 28th

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. [13]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	1,540	Almond	MANILA	SATURDAY, 25th April, at Noon.
ZAFIRO	1,540	R. Rodger	"	SATURDAY, and May at Noon.

For Freight or Passage, apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 18th April, 1908. [11]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

To call

"LOWTHER CASTLE" On or about the 31st May, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 5th April, 1908. [12]

Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK
(With liberty to call at Malabar Coast).

THE Steamship

"TUDOR PRINCE," Captain Macdougall, will leave for the above Ports, on or about TUESDAY, 21st April.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 11th March, 1908 [309]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaid, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched as above on SATURDAY, the 25th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th March, 1908. [376]

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "SIKH" 28th April, 1908.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 3rd April, 1908. [411]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"DENBIGHSHIRE," will be despatched for the above Ports on or about the 15th May, 1908.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 16th April, 1908. [426]

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"CLAN MACMILLAN," will be despatched for the above Ports early in May.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 10th April, 1908. [409]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, CALLAO.

AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamer Tons Total

KASATO MARU 6,100

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to K. MATSUDA, Manager.

Hongkong, 6th April, 1908. [418]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. Crowe.

Leave Hongkong for Canton at 9 every evening, (Sunday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity, Electric Fans in First Class Cabins.

Passage Fare—Single Journey—\$1.50 each.

Meals \$1.50 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD.

and SHIU ON S.S. CO., LTD.

No. 2, Queen's Road West.

Hongkong, 1st April, 1908. [407]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRaits, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL, AMERI-

CA and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain T. H. Hide, R.N.R., carrying His Ma-

Jesty's Mails, will be despatched from the

BOMBAY, etc., on SATURDAY, the 2nd

May, at Noon, taking Passengers and Cargo

for the above Ports in connection with the

Company's S.S. Mongolia, 9,500 tons, from

Colombo, Passengers' accommodation in which

vessel is secured before departure from Hong-

kong.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement

with the French Government) will be transhipped at Colombo into the

Mail steamer proceeding direct to Marseilles

and London, other Cargo for London, etc., will

be conveyed from Bombay by the R.M.S.

Arabia, due in London on 13th June, 1908.

Parcels will be received at this Office until

4 P.M. the day before sailing. The Contents

and Value of all Packages are required.

THE BLACK REPUBLIC.
HAVTI'S TRAVESTY OF CONSTITUTIONAL GOVERNMENT.

Haiti, where the latest revolution has broken out, presents the most amusing travesty of Constitutional Government that exists anywhere in the world. Possessing a representative assembly, it is at the same time governed autocratically, and during the course of its career has probably witnessed more revolutions than all the Central American States put together. Similarly, it is true in Hayti that elsewhere that the crowded head wears its emblem uneasily. Although comparisons are odious, it is of interest to disclose the fates of the rulers of Hayti during the last century, in which period the island has been occasionally an empire ruled by an Emperor, or a lawless republic presided over by a negro president.

Since 1864, then, when Hayti proclaimed its independence of France, although expressly retaining the French language for official use, there have been sixteen rulers, three of whom were Europeans. In each case these monarchs met violent ends, one being assassinated, another committing suicide, and the third fleeing to meet his death by drowning. The remaining rulers have each possessed presidential rank, but only one died in his bed and in office. The records of the past show that one was exiled, two were murdered, three abdicated under compulsion, four fled in danger of their lives, one was deposed after four months, one died of fever, or poison, while it appears not improbable that the existing president will be turned out of office.

"OPERATIC" ARMY.

Hayti has been the victim of innumerable rebellions, and it is natural that great attention should be paid to military matters. For its size, the Haytian army is one of the most interesting military organizations in the world. Doubtless, it has its specific uses, but these can never be properly understood without a reference to its muster-roll. Including all arms, the Haytian Government calculates that it can put into the field at any moment 8,000 men, of whom 6,500 will be Generals of Division.

A few years ago there were, some 7,000 regimental officers in addition, but unpaid, and employed to look after the 8,000 men; but with a view to economy, the General has become his own regimental officer, so that there are now four Generals to each private, the explanation being that the term General, as well as the rank, is conferred as a reward for services. It is frequently given to the servants of the Presidential mansion, to the sentries on duty at the Presidential gates, and to a hundred other quarters. Every General is not necessarily a paid General, although every General tries to pay himself. Nominaly, the pay of a General of Division is £140 per annum, but a private receives £10 a year, and that on an average of once every three years. The existing trouble, which is of no material importance, is merely the usual outbreak against the party in office by leaders out of office.

NAKE WORSHIP AND HUMAN SACRIFICE.
Hayti, an independent island in the West Indies, lies 150 miles from Jamaica. It is divided into the two Republics of San Domingo and Hayti, the latter possessing a population of about one million negroes of African descent and a few hundred white traders. It was discovered in 1493 by Columbus, and very soon became the resort of white adventurers, who imported there their "black-birds," negro slaves from West Africa, who have now dispersed and absorbed the aboriginal population. Hayti became a French Colony in 1697, and an independent State in 1804, after a rising of the blacks and massacre of Europeans. As a link with its French traditions of the past century, Roman Catholicism is the official religion, but snake worship and the pagan rites of Africa, including occasional human sacrifice, still have a firm hold on a great part of the population.

The present President is General Nord Alexis, an aged negro, who for years has been exterminating everybody who refused to accept his protestations of loyalty to the Republic. Every suspect was rigorously dealt with. The result has been that nearly every year there has been a conspiracy to overthrow a regime under which nobody's life or property was safe. Late last year and early this year a more serious revolution was organized by rival negro politicians—General Firmino and General Jumeau—and there was some severe fighting particularly round the town of Gonavas.—*Pall Mall Gazette.*

Shipping.**Arrivals.**

Helene, Ger. s.s., 721. J. Jessen, 17th April.—Toussaint and Holloway 16th April, Sugar, Rice and Gen.—J. & Co.
Wakamatsu Maru, Jap. s.s., 1,723. U. Aikawa, 18th April.—Moj 13th April, Coal.—M. B. G. K.
Hongkong, Fr. s.s., 723. A. Corralensen, 18th April.—Haiphong and Holloway 17th April.
Acœus, Am. s.s., 357. E. Drocro, 18th Mar.—Manila 9th Mar., and Currimar 13th, Sugar.—Mr. Moxon.
Aeghin, Ger. s.s., 1,001. Chr. Kümpel, 14th April.—Bangkok via Swatow 24th Mar., Rice.—B. & S.
Bourbon, Fr. s.s., L. Bail, 15th April.—Saigon 11th April, Gen.—Mus Fat.
Changsha, Br. s.s., 1,461. G. E. Eddy, 14th April.—Sydney 21st Mar., and Manila 12th April, Gen.—B. & S.
China, Am. s.s., 3,186. D. E. Freile, 1st April.—San Francisco 11th Mar., Honolulu 23rd, Yokohama 4th April, Kobe 6th, Nagasaki 9th, and Shanghai 11th, Mail and Gen.—P. M. S. S. S. Co.
China, Aust. s.s., 1,858. A. de Peira, 16th April.—Trieste 27th Feb., Gen.—S. W. & Co.
Chingtu, Br. s.s., 2,260. W. B. Brown, 4th April.—Sydney 13th Mar., and Manila 2nd April, Gen.—B. & S.
Dagney, Nor. s.s., 883. O. Abrahamson, 16th April.—Dahli 7th April, Beans—Asgard, Thoresen & Co.
Empress of Japan, Br. s.s., 3,039. Henry Pybus, R.M.L., 6th April.—Vancouver 18th Mar., and Shanghai 14th April, Mails and Gen.—C. P. R. Co.
Fiume, Ger. s.s., 1,410. H. S. Malkin, 18th April.—Saigon 14th April, Rice, Paddy, Must and Flour.—J. & Co.
Tean, Br. s.s., 1,436. Outerbridge, 18th April.—Manila 13th April, Gen.—B. & S.
Hillas, Ger. s.s., 2,416. O. Sach, 18th April.—Saigon 13th April, Rice.—H. A. L.
Manchuria, Am. s.s., 8,750. J. W. Saunders, 14th April.—San Francisco 24th Mar., and Shanghai 15th April, Mails and Gen.—P. M. S. S. Co.
Chlynn, Ch. s.s., 1,723. C. Stewart, 10th April.—Shanghai 16th April, Gen.—C. M. S. N. Co.
Talibau, Br. s.s., 1,211. J. S. Lain, 10th April.—Saigon 14th April, Gen.—B. & Co.
Japan, Br. s.s., 3,630. J. G. O'Brien, 19th April, Moj 11th April, Coal and Gen.—D. S. & Co.
Takao Maru, Jap. s.s., 3,216. I. Fukuri, 10th April.—from Kuchinoeru, Coal.—M. B. K.
Shimano Maru, Jap. s.s., 3,000. K. Kawara, 10th April.—Seattle 17th Mar., and Shanghai 10th April, Gen.—N. Y. R.
Lokang, Br. s.s., 976. Bowker, 10th April.—Shanghai via Swatow 14th April, Gen.—J. & Co.
Kagoshima Maru, Jap. s.s., 4,401. K. Kori, 10th April.—Singapore 13th April, Gen.—N. Y. K.
Montague, Br. s.s., 3,615. W. Davison, 1st Mar.—Vancouver 15th Mar., and Shanghai 3rd April, Mails and Gen.—C. P. R. Co.

Prometheus, Br. s.s., 3,583. G. Moir, 10th April.—Shanghai 16th April, Gen.—B. & S.
Cheangchew, Br. s.s., 1,213. E. Shepherd, 10th April.—Penang and Singapore 13th April, Gen.—Joo Teck Seng.
Phranang, Ger. s.s., 1,021. F. Mangelsdorf, 19th April.—Kohchang 12th April, Rice and Teakwood.—M. & Co.
Loyel, Ger. s.s., 1,237. F. Natins, 20th April.—Saigon 14th April, Rice.—S. W. & Co.
Kueichow, Br. s.s., 1,215. G. Hooker, 20th April.—Canton 19th April, Gen.—H. & S.
Rainbow, Am. cruiser, Comdr. E. E. Wright, 19th April.—Bangkok and Kohchang 27th April.—M. Rice and Wood.—M. & Co.
Concord, Am. gunboat, —, 19th April.—from Olongapo.
Neumühlen, Ger. s.s., 1,940. M. Fischer, 29th Mar.—Moj 23rd Mar. Coal.—M. & Co.
Ningchow, Br. s.s., 5,876. R. Allen, 10th April.—Tacoma via Japan 11th Mar., Gen.—B. & S.
Northbrook, Br. s.s., 2,066. Comdr. Marbur, 12th April.—Taku 10th April, Troops—Admiralty.
Penis, Br. s.s., 2,744. A. Dixon, 12th Jan.—San Francisco 7th Dec., and Portland, Or.—Fleur—O. & O. S. Co.
Patchaburi, Ger. s.s., 2,100. C. Wolff, 3rd April.—Bangkok and Kohchang 27th April.—M. Rice and Wood.—M. & Co.
Phnompenh, Br. s.s., 1,065. J. H. Scott, 10th April.—Saigon 4th April, Rice.—Vo Fat Sing.
Progress, Ger. s.s., 687. A. Stuve, 16th April.—Saigon 11th April, Rice and Gen.—S. & Co.
Quarta, Ger. s.s., 1,145. H. Madsen, 16th Mar.—Pasarear 4th Mar., Sugar and Gen.—J. C. J. L.
Rajah, Ger. s.s., 1,275. R. Petersen, 14th April.—Bangkok 7th April, Rice and Timber.—B. & S.
Reidar, Nor. s.s., 2,267. C. Slangeby, 12th April.—Moj 8th April, Coal.—Asgard, Thoresen & Co.
Sambia, Ger. s.s., 2,560. O. Muller, 12th April.—Shanghai 14th April, Gen.—H. A. L.
Senegambia, Ger. s.s., 2,415. Eddyus, 26th April.—Hamburg 28th Feb., and Singapore 10th April, Gen.—H. A. L.
Signy, Ger. s.s., 927. G. Schalkier, 15th April.—Haiphong 10th April, and Holloway 14th, Rice.—J. & Co.
Sneatleux, Br. s.s., 2,845. Todd, 28th Mar.—Newcastle 5th Mar., Coal.—T. & Co.
Stettin, Br. s.s., 1,300. Farcell, 28th Feb.—Singapore 20th Feb., Kerosine.—Mr. Geo. McBallo.
Sunking, Br. s.s., 2,560. C. Edyus, 26th April.—Hamburg 28th Feb., and Singapore 10th April, Gen.—H. A. L.
Takao Maru, Jap. s.s., 1,065. T. K. R. May, 1st April.—Makassar, Kalimantan, Jurai; March—Achens, Calcutta, Oceania, Tlan, Gensan, Cebu, Mindanao, Samar, Sulu, Celebes, Maluku, Australia, Glacous, Onca, Bino, Man, Kanagawa, Marn, Poza, Korana, 27th March—Brigantia, Canton, Diomed, Ernst Simon, Sumatra, Jurai; Makassar, Kalimantan, Jurai; March—Achens, Calcutta, Oceania, Tlan, Gensan, Cebu, Mindanao, Samar, Sulu, Celebes, Maluku, Australia, Glacous, Onca, Bino, Man, Kanagawa, Marn, Poza, Korana, 27th March—Brigantia, Canton, Diomed, Ernst Simon, Sumatra, Jurai; Makassar, Kalimantan, Jurai; March—Achens, Calcutta, Oceania, Tlan, Gensan, Cebu, Mindanao, Samar, Sulu, Celebes, Maluku, Australia, Glacous, Onca, Bino, Man, Kanagawa, Marn, Poza, Korana, 27th March—Brigantia, Canton, Diomed, Ernst Simon, Sumatra, Jurai; Makassar, Kalimantan, Jurai; March—Achens, Calcutta, Oceania, Tlan, Gensan, Cebu, Mindanao, Samar, Sulu, Celebes, Maluku, Australia, Glacous, Onca, Bino, Man, Kanagawa, Marn, Poza, Korana, 27th March—Brigantia, Canton, Diomed, Ernst Simon, Sumatra, Jurai; 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SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	125,000	\$125	\$125	{ \$1,000,000 \$15,000,000 \$20,000,000	\$2,000,387	{ Final of £2 on old and £1.10/- on new shares for 4-year ending 31.12.07	5% x	{ \$692 London £73.10/-
National Bank of China, Limited	90,025	£7	£6	{ £12,735 £30,000,000	\$71,293	5/- (London 3/6) for 1903 .....	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	£250	£50	{ £1,000,000 \$20,000,000 \$42,000	none	3/- for 1906	8% x	\$240
North China Insurance Company, Limited	10,000	£15	£5	{ £1,000,000 \$125,000 Tls. 100,000 Tls. 18,942	Tls. 204,424	{ Final of 7/- per share making in all 15/- for 1906—Tls. 2.65.....	6%	Tls. 81 buyers
Union Insurance Society of Canton, Limited	12,400	£250	£100	{ £1,000,000 \$20,000,000 \$450,407	\$1,160,490	{ Final of \$12 making \$42 for 1905 and Interim of \$30 for 1906	5%	\$840
Yangtze Insurance Association, Limited	8,000	£100	£60	{ \$80,000 \$150,123 \$1,000,000	\$394,520	5/- for year ending 31.12.25 .....	...	{ \$165 \$150
Do. do. (new)	4,000	£100	£60	{ \$1,000,000 \$146,007 \$13,872	Nil.	5/- for year ending 30.6.1907	9%	\$90 sales and b.
China Fire Insurance Company, Limited	20,000	£100	£20	{ \$1,000,000 \$146,007 \$13,872	\$372,432	\$6 and bonus \$2 for 1906	9%	\$307 sa. and b.
Hongkong Fire Insurance Company, Limited	8,000	£250	£50	{ \$1,000,000 \$13,872	\$428,027	2/- for 1906	10%	\$40 sales and b.
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	£25	£25	{ \$7,000 \$26,638 \$66,988	\$1,053	5/- for 1906	8%	\$29 buyers
Douglas Steamship Company, Limited	20,000	£50	£50	{ \$20,000 \$75,000 \$20,000	Nil.	5/- for year ending 30.6.1907 .....	...	\$16
Hongkong, Canton & Macao Steamboat Co., Ltd.	90,000	£15	£15	{ \$20,000 \$75,000 \$20,000	116,437	{ \$1.5/- for 2nd half-year making in all \$25/- for year ending 31.12.07	10%	\$40 sales and b.
Indo-China Steam Navigation Co., Ltd. (Preferred)	6,000	£5	£5	{ £6,000 \$270,000	£3,694	5/- for 1906 @ ex 2/2/-—\$1.24 per share	31%	{ \$38 \$24
do. (Deferred)	6,000	£5	£5	{ £6,000 \$270,000	Nil.	Final of Tls. 14 making Tls. 3 for 1907	74%	{ Tls. 44 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 \$400,000 \$1,071	Tls. 14,510	Second interim of 1/- (Coupon No. 9) for a/c 1907	74%	{ Tls. 49 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ \$85,000 \$32,957	\$137	\$1.00 for year ending 30.4.1907	48%	{ \$32 \$17
Star Ferry Company, Limited	10,000	£10	£10	{ \$10,000 \$30,000	Nil.	\$0.50 for year ending 30.4.1907	32%	\$17
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 63,000 Tls. 81,000 Tls. 30,000	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	123%	Tls. 47 buyers
REFINRIES.								
China Sugar Refining Company, Limited	10,000	£100	£100	{ £450,000 none	£9,218	5/- for year ending 31.12.06 .....	...	\$137 buyers
Luzon Sugar Refining Company, Limited	7,000	£100	£100	{ £100,000	Nil.	5/- for 1907	31%	\$15 sales
Perak Sugar Cultivation Company, Limited	7,000	£100	£100	{ £100,000	Tls. 8,935	Tls. 4 (8%) for year ending 31.8.06	31%	Tls. 70 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £150,000 \$64,393	£11,556	Final of 1/6 (No. 9) for 1907	71%	Tls. 16,20 buyers
Raub Australia Gold Mining Company, Limited	10,000	£1	£10	{ £1,000 \$4,873	£11,338	No. 12 of 1/-=48 cents .....	...	\$84
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	{ £64,124	\$3,726	\$1.75 for year ending 31.12.06 .....	...	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	63,000	£50	£50	{ £10,000 \$268,640	£3,556	Final of £1/4 making £3 1/4 for 1907	61%	\$53
Hongkong and Whampoa Dock Company, Ltd.	10,000	£50	£50	{ £100,000 \$350,000	£441,442	Final of £4 making £8 for 1907	71%	\$93 sales
Shanghai Dock and Engineering Co., Ltd.	35,700	Tls. 100	Tls. 100	{ £10,000 \$350,000	£10,459	Interim of £1/4 for six months ending 31st October, 1907	71%	Tls. 81 sa. & b.
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ £10,000 \$350,000	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	71%	Tls. 224 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$10,000	Tls. 6,531	Tls. 6 for 1907	6%	Tls. 100 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	£25	£25	{ £35,000 \$15,000	£10,968	5/- for year ending 30.6.07	10%	\$221 sellers
Central Stores, Limited	50,725	£15	£15	{ £15,000 \$15,000	£9,178	£1.80 for 1906 .....	...	\$10 sales
Hongkong Hotel Company, Limited	12,000	£50	£50	{ £10,000 \$1,071	£656	Final of 1/3 making £7 for 1907	74%	196
Hongkong Land Investment and Agency Co., Ltd.	50,000	£100	£100	{ £50,000 \$217,426	£36,015	Final of £3/4 making in all £7 for year ending 31.12.07	7%	\$100
Humphreys Estate & Finance Company, Limited	150,000	£10	£10	{ £50,000 \$50,000	£4,621	70 cents for 1907	62%	\$101
Kowloon Land and Building Company, Limited	6,000	£50	£30	{ none	£1653	£1 for 1907	62%	\$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 170,000	Tls. 107,547	Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 8 for 1907	7%	Tls. 114 sales
West Point Building Company, Limited	12,500	£50	£50	{ none	£1,541	Final of £2.10 making in all £4.20 for year ending 31.12.07	81%	\$48 sa. and b.
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 23,276	Tls. 6,807	Tls. 2 1/2 for year ended 31.10.1907	48%	Tls. 561 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	£10	£10	{ £100,000 \$60,000	£14,269	50 cents for year ending 31.7.07	5%	\$10 sales and b.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ £150,000 none	Tls. 85,570	Tls. 6 for year ended 30.9.06 (8%) .....	...	Tls. 55 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ £100,000 Tls. 28,157	Tls. 8	Tls. 8 for 1906 .....	...	Tls. 75
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 50,000	Tls. 50,063	Tls. 50 for 1906 .....	...	Tls. 260 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£2/6	£2/6	{ £1,299 \$25,000	£638	1/3 per share for 1906	9%	\$73
China-Borneo Company, Limited	60,000	£25	£25	{ £1,000 \$10,000	Nil.	£1.20 for 1907	11%	\$81
China Light and Power Company, Limited	50,000	£10	£10	{ £1,000 \$10,000	£25,000	60 cents for year ended 28.2.06 .....	...	\$16
Do. Do. special shares	50,000	£1	£1	{ £1,000 \$10,000	£3,593	80 cents for 1907	9%	\$19
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£10	{ £10,000 \$10,000	£2,974	\$1.30 for year ending 31.7.07	61%	\$20
Dairy Farm Company, Limited	25,000	£7½	£6	{ £1,000 \$10,000	£10,804	Interim of 50 cents per share for a/c 1907	11%	\$112 buyers
Green Island Cement Company, Limited	400,000	£10	£10	{ £1,000 \$10,000	£15,002	£2/- for year ending 28.2.07	91%	\$231 sellers
Hall & Holt, Limited	21,000	£20	£20	{ £1,000 \$10,000	£9,053	£1/- per share for year ending 28.2.07	61%	\$16 buyers
Hongkong Electric Company, Limited	60,000	£10	£10	{ none	£4,578	Final of £1.5 making in all £1.90 for 1907	81%	\$225 sales
Hongkong Ice Company, Limited	5,000	£25	£25	{ £123,000 \$100,000	£1,091	Final of £1.20 making in all £2 for 1907	61%	£30
Maatschappij tot Mijn, Bosch-en Landbouwexploite in Langkat, Limited	25,000	Grs. 100	Grs. 100	{ £1,000 \$100,000	Tls. 17,127	Interim of Tls. 10 for 1st quarter	71%	Tls. 400 buyers
Peak Tramways Company, Limited	25,000	£10	£10	{ £1,000 \$100,000	£2,655	£1 per share for period from 10th Oct. to 30th Apr.'07	8%	£13 buyers
Peak Tramways Company (new)	50,000	£10	£10	{ £1,000 \$100,000	Nil.	None .....	...	\$2 buyers
Philippine Company, Limited	75,000	£10	£10	{ £1,000 \$100,000				